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ANNUAL REPORT
OF THE
HIGHWAY SAFETY DIRECTOR

TO THE
GOVERNOR OF MONTANA
HONORABLE FORREST H. ANDERSON

FOR THE
FISCAL YEAR ENDED
JUNE 30, 1970

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STATE OF MONTANA
MONTANA HIGHWAY SAFETY DIRECTOR

STATE CAPITOL BUILDING

HELENA, 59601

PHONE: (406) 449-3412

FORREST H. ANDERSON
GOVERNOR

The Honorable Forrest H. Anderson
Governor
State of Montana
Helena, Montana 59601

Dear Governor Anderson:

In accordance with the requirements of Section 82-4002, R.C.M. 1947, there is herewith transmitted to you the report of the Montana Highway Safety Director covering the fiscal year ended June 30, 1970.

The Comprehensive Montana Highway Safety Plan was submitted and received Federal approval. This plan represents, for the first time, a formal document outlining our state's needs and our intentions at correcting the deficiencies. Those items noted under Major Recommendations of this report represent those areas of most pressing need to significantly reduce death, injury, and property damage on our highways.

Respectfully submitted,

Albert E. Goke
MONTANA HIGHWAY SAFETY DIRECTOR

AEG:pau

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PRINCIPAL ADMINISTRATIVE OFFICERS

<u>OFFICER</u>	<u>HOME ADDRESS</u>
Albert E. Goke Montana Highway Safety Director	Colorado Gulch, Helena
Allen R. Toftely Highway Safety Program Intern	1027 North Davis, Helena
Lorraine Springer Secretary - Bookkeeper	1024 North Davis, Helena

MONTANA HIGHWAY TRAFFIC SAFETY BOARD

<u>MEMBER</u>	<u>AGENCY</u>
Mr. Ronald Richards	Governor's Office
Mrs. Dolores Colburg	Office of the Superintendent of Public Instruction
Mr. Lewis Chittim, P.E.	Montana Highway Commission
Mr. James Estelle, Warden	Registrar of Motor Vehicles
Col. Robert H. McKay	Montana Highway Patrol
Mr. Laurence G. Bjorneby	Montana League of Cities and Towns
Mr. James Van Koten	Legislative Council
Mr. James Plummer	Montana County Commissioners Assn.
Chairman Albert Goke	Montana Highway Safety Director

GOVERNOR'S HIGHWAY SAFETY TASK FORCE

MEMBER

REPRESENTING

Dr. Stanley Grout

Western Montana College

Professor Willard E. Cox

Montana College of Mineral
Science

Dr. Dale D. Daugherty

Eastern Montana College

Dr. Peter Hemingway

University of Montana

Dr. Glen Martin

Montana State University

Mr. John Goebel

Northern Montana College

PRINCIPAL OFFICE

State Capitol Building, Helena

GENERAL REVIEW

LEGAL REFERENCES

The office of the Montana Highway Traffic Safety Director was created by legislative action by the Fortieth Legislative Assembly of 1967 and is contained within House Bill 276 which provided the appointment of a Highway Traffic Safety Board to advise and assist in the highway safety program.

Authorization to proceed with the establishment of this office was created by legislative action appearing in Chapter 177, Laws of 1967, Section 5, Section 6.

Failure to comply with provisions of the Federal Highway Safety Act could result in a ten percent assessment on highway construction funds.

PRINCIPAL GOALS

The primary objective of the Highway Safety Director's Office is to create a traffic safety program capable of reducing traffic deaths, injuries, and property losses resulting from traffic accidents. The agency objective is to draw together under the direction of the Governor all the diverse statewide highway safety activities, including activities responsive to the standards promulgated by the Department of Transportation, into a well-structured, concerted effort that satisfies the State's highway safety objectives in such a way that a long-term, stable, and thoroughly professional program is assumed.

PROGRAM INVENTORY AND COST SUMMARY

<u>HIGHWAY TRAFFIC SAFETY PROGRAM</u>	COST <u>1969-70 F.Y.</u>
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PLANNING AND ADMINISTRATION (SUB-PROGRAM)

Salaries & Wages.....	\$ 25,048.00
Employee Benefits.....	2,554.00
Supplies & Materials.....	1,250.00
Communications.....	1,750.00
Travel.....	7,523.00
Contracted Services.....	25,400.00
Special Fees.....	500.00
R & M Equipment.....	150.00
Capital Equipment.....	825.00
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TOTAL (56.68% Federal Share).....	<u>\$ 65,000.00</u>

FEDERAL MONIES OBLIGATED BY SUB-PROGRAM

Emergency Medical Services.....	\$ 61,646.00
Driver Education.....	88,247.00
Driver Licensing.....	94,135.00
Traffic Control Devices.....	37,546.00
	<hr/>
TOTAL.....	<u>\$281,574.00</u>

MAJOR ACCOMPLISHMENTS

HIGHWAY SAFETY PROGRAM

AMBULANCE ACQUISITIONS

In an effort to improve the quality and availability of emergency medical treatment equipment throughout the state, this office initiated a program of ambulance acquisition. Allocation of federal funds, in combination with matching local funds, permitted the purchase of ambulances in the following areas: Phillips County, Ravalli County, Pondera County, Deer Lodge County, and in the city of Laurel. The ambulances and equipment so acquired were designed to meet or exceed nationally acceptable standards for such vehicles.

TRAFFIC ENGINEERS

Federal and matching local funds were used during fiscal year 1969-70 to meet the expense of providing traffic engineers in two Montana cities. The function of these engineers is to perform traffic and accident analyses within the respective cities, and to provide recommendations for alleviating specific traffic problems and eliminating or controlling particular traffic hazards. This program was initiated prior to this fiscal year; the city of Billings hired a consulting engineer in January, 1969, and federal fund allocation for that position continued during the past fiscal year. In addition, a similar program has been established for Missoula during the past fiscal year, and federal allocations are only awaiting action by the city of Missoula to hire a qualified traffic engineer.

TRAFFIC SIMULATOR ACQUISITIONS

During the past fiscal year, a program was initiated to provide traffic simulators for use in Montana schools as part of the driver education program. Specifically designed to provide youngsters from rural Montana with some insight into the techniques and hazards involved in driving in city or urban environments, two mobile traffic simulators were purchased. The cost of the simulators was met entirely through allocation of federal funds, and delivery of the simulators is expected prior to the beginning of the 1970-71 school year. The program calls for extensive use of the simulators in rural school systems throughout Montana during the years to come.

DRIVER EDUCATION

Although the program was initiated earlier, fund allocation and monitoring of the state-wide program for driver education was continued during the past fiscal year. The most significant aspect of this program includes fund allocation (federal and matching state monies) to provide a driver education consultant to work with all schools throughout the state. As a result of the efforts of this consultant two driver education teacher preparation courses, for collegiate credit, were conducted during the last fiscal year. The course given at Northern Montana College in Havre trained approximately 35 instructors; the same course given at the University of Montana in Missoula trained 145 instructors. A third significant achievement of this program was the development of a complete curriculum at Northern Montana College which enables education majors to attain a minor in Driver Education.

TRAFFIC RECORDS STUDY

Federal fund allocation and program monitoring for a traffic records study was continued during the past fiscal year. The purpose of this extensive study is to examine the traffic records throughout the state, to recommend improvements in the maintenance of these records, and to suggest methods by which maximum use of available data processing equipment can be made.

DRIVERS LICENSE FILE CONVERSION

Funded entirely with federal funds, this program was initiated immediately prior to the last fiscal year, and has been continued to the present time. Considerable progress has been made on this project, which is designed to convert the present manual drivers license file to a data processing system with instant retrieval capabilities.

TRUCK REGISTRATION FILE CONVERSION

Another program funded with federal and matching state monies, this program, too, was initiated immediately prior to fiscal year 1969-70, and was monitored by and funded through this office. Designed as the first step in the conversion of all registration files, a significant amount of work was accomplished in the conversion of Montana's truck registration records from a manual file system to a data processing system with immediate retrieval capabilities.

BILLINGS TRAFFIC RECORDS PROJECT

Due to the complexities involved in maintenance of an accurate traffic records system for a city of this size, a program was initiated during the past fiscal year to design an efficient system which would improve the quality and

accuracy of the records maintained in Billings. Federal and matching local funds were used to finance this project, which included providing an intensive training course in traffic records management for two Billings police officers.

EMERGENCY MEDICAL SERVICES COORDINATOR

Utilizing only federal funds, an emergency medical services coordinator has been funded and monitored by this office during the past fiscal year. This individual has functioned to coordinate and provide professional consultation in state-wide efforts to improve emergency medical treatment facilities, and to increase the competence of the personnel involved in emergency medical treatment. In this latter portion of the project, approximately 250 people were given advanced training in emergency treatment during fiscal year 1969-70.

TRAFFIC SAFETY ADMINISTRATION PROGRAM

Utilizing federal and Montana funds, four Montana Highway Patrolmen attended out-of-state training courses in traffic safety administration. The courses attended placed major emphasis on the methods of improving driver licensing procedures, and may prove to be instrumental in improving the system within Montana. The courses were held at the University of Utah and at Michigan State University.

ADMINISTRATION - MONTANA HIGHWAY SAFETY PLAN

The Montana Comprehensive Highway Safety Plan, a detailed statement of the current status of highway safety programs in Montana, and a detailed proposal for action through the next

five years, was prepared by the Highway Safety Director's office, and was subsequently approved by the Department of Transportation.

ADMINISTRATION - INTERNSHIP PROGRAM

The current Montana Highway Safety Director, utilizing a \$5,000 grant from the Automotive Safety Foundation, completed a period of highway safety internship. This grant, which paid for salary and travel expenses, established this as a first-of-a-kind training program, designed to ensure professional competence among highway safety administrators.

ADMINISTRATION - MONTANA HIGHWAY SAFETY TRAFFIC BOARD

Under the guidance of this office, the Montana Highway Safety Traffic Board was established during fiscal year 1969-70. Composed of department chiefs of state agencies with an interest in or responsibility for highway safety, the board was established to advise and assist the Highway Safety Director's office and to coordinate the thinking and plans of the diverse agencies involved with highway safety.

ADMINISTRATION - OFFICE ORGANIZATION

During the past fiscal year, considerable effort has been expended to reorganize the office of the Montana Highway Safety Director. As a result of these efforts, the office has been established in a functional, cohesive manner, staffed with competent, professional personnel, and is now able to promote and effectively coordinate the state-wide attack on the problems of highway safety.

MAJOR RECOMMENDATIONS

PROGRAM: LAW ENFORCEMENT

REQUIRED IMPLEMENTATION ACTION: LEGISLATIVE

PRIORITY RATING: 1

CATEGORY: INCREASING EXISTING SERVICES

Recommendation. An additional \$840,000 per year should be appropriated to the Montana Highway Patrol to hire, train, and equip 50 additional patrolmen and to hire, train, and equip 20 additional drivers license examiners to implement a classified drivers license and retesting program.

Discussion. A major factor in reducing the State's losses in highway safety is the competent enforcement of our driving laws. The Montana Highway Patrol is not now able to adequately meet that responsibility.

PROGRAM: ALCOHOL

REQUIRED IMPLEMENTATION ACTION: LEGISLATIVE

PRIORITY RATING: 2

CATEGORY: ADDING NEW SERVICES

Recommendation. It is recommended that our legislature

- 1) Pass an Implied Consent Law
- 2) Amend our present Presumptive Limit Law to
lower this limit to 0.10% blood/alcohol.

This change should be accompanied by a \$20,000 appropriation to the Montana Highway Patrol.

Discussion. The area of alcohol countermeasures represents our most identifiable need. The above mentioned laws, properly enforced, could result in an immediate reduction in accidents.

PROGRAM: SPEED LIMITS

REQUIRED IMPLEMENTATION ACTION: LEGISLATIVE

PRIORITY RATING: 3

CATEGORY: INCREASING EXISTING SERVICES

Recommendation. Our legislature pass the following speed limit legislation.

- 1) Daytime Maximum Constructed Interstate System
75 mph All Cars and Pickups
65 mph All Other
- 2) Daytime Maximum Primary and Secondary System
70 mph All Cars and Pickups
60 mph All Other

This law will necessitate an \$80,000 appropriation to the Montana Highway Commission.

Discussion. Study shows that the above mentioned limits are now being voluntarily met by 90% of the driving public. It is the remaining 10% we must make more safe.

In 1959 when Montana had a speed limit in force, we had the best accident rate in recent history. Our basic rule as it now stands (reasonable and prudent) is just simply not readily enforceable.

PROGRAM: MOTOR VEHICLE REGISTRATION

REQUIRED IMPLEMENTATION ACTION: LEGISLATIVE

PRIORITY RATING: 4

CATEGORY: ADDING NEW SERVICES

Recommendation. It is recommended that \$100,000 be appropriated to the Registrar of Motor Vehicles to begin EDP data conversion.

Discussion. If state matching monies are made available, federal matching monies could be effectively used to aid in the development of this program.

DETAILED REVIEW

ANALYSIS OF PROGRAMS

HIGHWAY TRAFFIC SAFETY

Services Provided. Coordinate activities of our total Highway Safety Program in all levels of government, (federal, state, and local) including promulgation of the sixteen federal standards. These activities center around program development, administration and evaluation, and the utilization of monies to accomplish our goal.

Objectives. An overall reduction of 0.5 in our state's fatality rate in the next two years is a realistic goal, with a long range goal of a 3.0 reduction in ten years.

Target Groups. The program must encompass all citizens of Montana and Montana tourists. Primary emphasis is placed upon motor vehicle operators and potential entries to this population group. Funding emphasis by law is centered with state and local government and school districts.

Achievements. Benefits of a successful program in highway safety are the saving of lives, injury, and property damage as the result of traffic crashes. The crashes for the year of 1969 alone resulted in an economic loss to Montana of \$67,000,000.

To judge the program as a whole is extremely difficult because of the many variables active in the problem area. It would be realistic to expect the above stated objective to be gained, however, with the measures of effectiveness being developed and applied to given areas.

It has been a matter of record that the total system approach has not been a part of Montana's program long enough to be quantitatively evaluated. It is felt that this situation is no longer true and that definable results are forthcoming.

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
·1969-70 FISCAL YEAR

HIGHWAY SAFETY DIRECTOR (PLANNING & ADMINISTRATION)

OBJECT OF EXPENDITURE

Personal Services.....	\$ 27,183.62
Operations.....	36,543.23
Capital.....	467.23
Grants and Benefits.....	-0-
	<hr/>
TOTAL EXPENDED.....	\$ 64,194.08

SOURCE OF FUNDING

Earmarked Revenue Fund	
Highway Account.....	\$ 27,808.88
Federal and Private Revenue Fund	
Traffic Safety Account.....	36,385.20
	<hr/>
TOTAL FUNDING.....	\$ 64,194.08

